RAILROADS.

LOCAL TIME TABLES. Texas and Pacific Railway. | Texas, Arkansas and Pt. Worth local | 7:50 p. m. 7:25 a.m. | Fort Worth and New Or leans thail | 8:20 a.m. 6:40 p. m.

Fort Worth and Weath-erford accommodation, 10:20 a.m. 4:35 p. m. Transcontinental Division.

Fort Worth and St. Louis Cannon Ball. 1940 p. m. 3.25 a. m. Fort Worth and Texark ana local 7.20 n. m. 8.45 a. m. ana local 7.29 a. m. 8.45 a. m.
Texas and Pacific trains Nos 5 and 6. the St.
Louis Cannon Bail, only stop at Texarkana.
T. C. Junction Atlanta, Jefferson, Marshall,
Longylew Junction Big Sandy, Mincola, Willis
Point, Terrell, East Dallas, Dallas and Fort

Missouri, Kansas and Texas. Missouri, Kansas and Texas.

NORTHBOUND. Arrive Depart.
Chicago, St. Louis and
Kansas City express. 6:40 a.m. 7:00 a.m.
Chicago, St. Louis and
Kansas City fast mail. 7:10 p. m. 7:30 p. m.
SOUTHBOUND.
Austin, Son Antonio and
Houston fast mail. 8:45 a.m. 9:05 a.m.
Austin, San Antonio and
Houston express. 6:35 p. m. 8:10 p.m. Houston express. 6:55 p. m. 8:10 p.m.

Fort Worth and Denver. Trinidad and Denver Mail 5:30 p. m. 5:30 n. m. Wichita Palis Express 11:00 p. m. 4:40 p. m. Gulf, Colorado and Santa Fe.

Oklahoma Express ... 11 25a m. 11 45a m. Chicago and kansas City
Thunderbolt. ... 8:66 p. m. 8:10 p. m. Soutrissound.
Houston and Galveston Mail 8:25 a. m. 8:35 a. m. Cleburne Accommodation 2:55 p. m. 8:35 p. m.

Fort Worth and New Orleans.

Fort Worth and Rio Grande.

St. Louis Southwestern. Memphis and St. Louis
Express 7:10 p.m. 8:20 a.m.

Weatherford, Mineral Wells and Northwestern.

Arrive Depart Wells as follows:

Arrive Depart Depa

TABLE OF DISTANCES.

The following table shows the distances from ort Worth of some of the important points in Fort Worth of some of the important points in as well as outside of Texas: MISSOURL KANSAS AND TEXAS.

North.

South Alvarado: 133 Toylor 15 West Point.... 231 Austin 279 Laredo.... 429 City of Mexico. TEXAS AND PACIFIC. Eastern Disvision. Rio Grande Division Miles

31 Colorado City

77 His Springs

115 Pecos

140 Sierra Hanco

131 El Paso Transcontinental Division Mile 35 Peris 71 Charleville. 89 New Diston

COTTON BELT ROUTE. Salphur Seri Mt Vernon Mt Pleasant lid St. Louis. GULF, COLORADO AND SANTA FE. South. North. Miles 8. Wichita, Kan ... FORT WORTH AND DENVER CITY. Miles 34 Childress... 59 Salisbury 76 Clarendon. H. Amarillo 140 Textine 163 Denver. FORT WORTH AND RIO GRANDE

Miles
40 Community
70 Plantet
90 Brownwood Stephenville Dublin HOUSTON AND TEXAS CENTRAL Miles 41 Calvert Mexicana Mexicana

Many a Fortune Has

Been

made by Advertising.

One Was

Never Lost By It.

THOSE DIVISIONS.

They Favor the Houston and Texas Central.

R. J. DUNCAN'S RESIGNATION.

by W. A. Douei Denied-Comptroller Mink and Party-Other Railroad News.

The Meeting To-night.

An important meeting of the Railway employes club will be held this evening, at which is desired a full attendance of the members, as there is considerable business to be transacted. Men in train service are particularly requested to attend, as it is desired the two alreadors to be elected by sired the two directors to be elected be chosen from the engine men and conductors

Visiting Railway Officials.

Visiting Railway Officials.

Yesteriay Compiroller Oliver W. Mink of the Union Pacific and party passed the day in the city. Mr. Mink was closeted the greater portion of the day with Col. Morgan Jones. President of the Fort Worth and Denver City railway, though what the result of the conference may have been no one outside of those privy to it are aware.

In connection with the confirmation of the rumor that General Superintendent Dinacan had resigned, it is thought this visit means more than at first blush appears upon the surface, not only to the employes of means more than at first blush appears upon the surface, not only to the employes of
the system in this city but to the city as
well. It is also whispered that the Beltilue project has been reviced and that it
will shortly be constructed, though whether
this is so remains to be seen. Mr. Mink
and party went from this city to New Orleans, leaving last night.

THE DIVISIONS

As Fixed by the Commission on Lumber for the Denver. Special to the Gazette.

Austin, Tax., Nov. 22.—Below is given the labulated division of freight rates of unber framed by the commission for th Houston and Texas Central and the For Worth and Denver City after the roads had nd it impossible to agree on a satisfac

office of
RAHAGOAD COMMISSION OF TEXAS.
AUSSID. Tex. New 21, 1891.
Circular No. 43.
Providing divisions of rates between
Houston and Texas Central railway and
Fort Worth and Denver City railway on all
shipments under commodity tariff No. 3, and amendments thereto.

The Housian and Texas Central and Fort Worth and Deaver City railway companies having failed to agree upon a division of freight charges arising from the transpor-tation of commodities included in commodi-y tariff No. 3 and the amendments thereto ty turiff No. 3 and the amendments thereto established by this commission over said two roads, and the subject of said division having come before the commission for adjustment, as provided in subdivision (f) section 3 of the commission law, the following shall be the respective shares of said roads on all freight charges arising from the joint transportation of said commodities over said two roads from this date:

Divisions of rates on commodities named

Divisions of rates on commodities names a commodity tariff. No. 3 and amondments New Orleans railread and Sabine and East Texas callway to stations on the Fore Worth and Denver City and Wichita Valley rail

Sun et	2000年10日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日		10.3 10.3 10.3 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5	44444666677
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Carlyle	\$1 \$2	4.3	9.3	1000
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	70	101	9.5	District
AMERICAN AND ASSESSMENT OF THE PARTY OF THE	153	1.4	9.3	8
	22	14	9.3	8.3
Callicothe	453	11.5	0.5	8.5
Evans	100	1.3	W.S	8.7
Continue	100	1.6	14.8	8.7
CVBscm	23	4.5	4.8	8.7
Kirkland	153	4.4	34:25	9.1
Chelify S.	153	13	20.40	9.1
Christian	22	0.15		0.3

STATIONS ON POSIT WORTH AND DENVER CITY HALLWAY AND WICHGIA VALLEY HALLWAY.	The ligh Kate	To Houston	H. & T. C. By	D W & D C
Newlife	24	4.6	10	9
Sal soury	124	4.6	19	29
Memphes	133	4.6	19	11
CHOS	224	4.5	9.5	11
llowe	54	4.5	9.8	9
Leila	104	655	1,5	14
Clarendon	55	4.5	1021	103
Lockard	441	11.1	11111	m
Contright	25	427	10.1	Bi
Ci-nde	25	4.6	10	10
Washimra	435	4.6	10	10
Parthandle City	91	4.0	10.5	30
Pullman	20	1.8	TO 3	10
Amarillo	257	4.8	10.2	10
Sanborn	593	1,8	10.3	10
Posher	12.5	4.2	10.1	1.1
Adv	26	4.5	10.1	17
Tascosa	28	122	10.1	11
Chevenue	26	4.7	10.1	13
Channing	14.6	408	10.5	12
Duncan	ilaki H	4.4	10.5	13
Hartley	97	1.5	10.3	2.1
Twist	: 27	4.8	10:3	1.1
Matheck	127	500	10,3	3.1
Dallam,	58	9.59	10.7	112
Farwell	28		10.7	12
Texline	28	1.8	10.5	12
Holliday	1 25	100.14	16	110
Dundet	150	3.9		- 6
Seymour	Lin			15

Note.-The basis employed for the above

division consists in allotting to each line, as its factor, the local rate as prescribed by by commodity tariff No. 3 and the amendas of the through rates proportionate to men factors. columns in the table indicating the

Shares of the roads east of Houston and the Wichita Valley railway are not intended as a civision of charges with those roads, but only indicate the basic upon which the addistinct is made.

JOHN H. REAGAN, Ch'n. W. P. McLEAN, L. L. FOSTER.

Thereby certify that the above is a true and correct copy of circular No. 43 provid-ing divisions of rates between the Houston and Texas Central railway and Fort Worth and Denver City railway on all shipments under commodity tach No. 3 and amond sents thereto, this day adopted by the railnears increat, this day anopted by the fair road commission of Texas.

Given under my hand and the seal of the railroad commission of Texas, at the city of Austin, this the 21st day of November, 1891.

J. J. Arthur, Secretary.

Complaint of Rutes. Sr. Louis, Mo., Nov. 22.—Important action has been taken by the St. Louis truffs commission on the subject of freight rates from this city to Old Mexico The trade of St. Louis for a long time has been seriously hampened in that direction by very low rates in effect by water from New York to the City of Mexico

via Vera Cruz and Tampico. St. Louis merchants have been patiently waiting to see New York rates to Mexico restored to a base which would give St. Louis her share of the Mexican business. It would appear, however, that the ruinously low rates from New York which resulted from the cutting of connecting lines are not New York which resulted from the cutthroat policy of competing lines, are not
likely to be advanced for some time to
come, and while this war wages St. Louis
houses are forced to sit back and
see their Mexican customers driven to
New York for all their supplies. The committee on Mexican trade attached to the St.
Louis traffic commission yesterday addressed Col. Faithorn, chairman of the
Southwestern Railway and Steamship association and the freight traffic managers of the St. Louis lines hauling
freight to Old Mexico, also the lines from
Mexico running south from itio Grande,
presenting to thems the situation as it
affects St. Louis and urging them to take
some measures for protection of the trade
of this city. The committee represents not
only the traffic commission as a body, but
each member represents a strong firm, and

each member represents a strong firm, and they know whereof they speak. The St. Louis lines are asked to make vigorous efforts to restore the situation.

rigorous efforts to restore the stead of.
The present low rates from Eastern seaboard to Mexico practically shuts St. Louis
firms out of the Mexican trade.
St. Louis, Mo., Nov. 22.—Commissioner
Osgood has received, in response to a circular of inquiry, a whole batch of letters from
St. Louis leading firms, all telling the same St. Loois reading from an acting the salt tale, viz.: That freight rates between St. Louis and Mexico are so high that low seaboard rates compel Mexica merchants to seek their supplies in the seaboard markets, and they are positively driven away from St. Loois

This is peculiarly aggravating in view of he fact that the most cordial relations ex-st between the merchants of St. Louis and dexico, and there is every disposition on the part of Mexican merchants to buy all their goods in this market. They cannot do this, however, with all-rail traffic rates against them. It would seem to be a case calling for the peace-making diplomacy of Chairman Faithorn of the Southwestern railway and steamship association, who is commissioner of the Western traffic associa tia; and, if he cannot adjust the situation on the seaboard, it would be well for him to take a trip to Mexico and work with the blexicon lines, seeking their co-operation with St. Louis lines in his own association.

Cotton Blockade.

Cotton Hockade.

Little Rock, Ark, Nov. 29.—Dispatches from Clarkesville and Ozark say the greatest cotton blockade ever known is now existing at the points named, and other places along the Little Rock and Fort Smith road. The road is a branch of the Missouri Pacific, or Jay Gould system. The commany can not, or will not, furnish cars for the transportation of cotton, and in consequence thousands of hules have accumulated.

thousands of bales have accumulated.

This condition has existed since the cotion season opened, beyers finding it impossible to ship the stanle to market. There is no competing line, and the people are at the mercy of the railroads.

Since the season commenced the price has Since the season commenced the price has been constantly dropping, and holders of it find themselves out thousands of dollars on that secount alone.

It is understood that suits will be insti-tuted against the Missouri Pacific system tuted against the Missouri Pacific system aggregating over \$100,000 for damages are ing from failure to ship and depreciation in prices. In addition to this, it is proposed to have the next Arkansas legislature pass a stringent bill compelling rathonal companies to furnish cars for shippers.

LOCALETTES.

Rev. A. P. Collins of the Eaptist church preached to the prisoners in the county fail esterday afternoon.

Bishop Garrett delivered a very elequent and interesting sermon at St. Andrew's Episcopal church yesterday. A large audience had assembled and the address was just such an able and scholarly one as could have been expected from the eminent di-

For the information of those who wish to attend the meeting of the Epworth lodge, at Mulkey Memorial church to-night, it is positively stated that cars will be in wait-ing at the corner of Galveston avenue and Ireland street, within one block of the church, so that all may be accommodated. Still another man was burt on the Santa Fe. A passenger named George Irwin of Fort Worth, Tex., on the north-bound train

Fort Worth, Tex., on the north-bound train last night at Derby, slipped from the platform steps and was thrown to the ground. His head struck upon the iron railing, cutting a severe gash. Physicians on the train dressed the wound. Frank Martin, who was on the train, said that it was thought at first the man was killed.—Wichita (Kan.) Drovers News.

The members of the Epworth league of St. Paul's M. E. church will give an oyster supper to-morrow (Tuesday) night at C. H. Edwards' old Stand, Houston street, be-tween Third and Fourth. Provisions are being made for a large attendance, and hundrons will be served, beginning at 5:30, giving business men and others a chance to appease their appetite for supper. The proceeds go towards paying for one of the e oder hotel at Bon de

order and getting

PERSONAL.

Jake Johnson left last night for a busines Mrs. Charles Markle of Dallas is in the city, visiting with friends Officers Pages and Daniels of Dallas came over last night on official business.

City Secretary H. V. Burns is quite ill at is residence, suffering from a severe at tack of fever.

Pendery Bro,'s old stand is crowded : fruits and vegetables offered

Board your family at the Cottage restau-rant, 309 East Fourth street. This hour also open to transient andsomely furnished room for rent

The Graves-Barnaby Case. DENVER, Cot., Nov. 22 -Dr. Thatcher Graves, the defendant in the famous Graves-Barnaby poisoning case, last night filed an application in the district court praying for a continuance of the case for ninety days, on the ground that he is un-acquainted with several witnesses to be in-troduced by the prosecution. The case will come up for trial next Tuesday, and there in the city and others are expected

Pure cider h

to-night.

Christmas Holiday Excursion Tickets At one fare round trip, will be on sale Iron Mountain railway. December 21, 22 and 23. This will be the only route that

via Little Chattanooga, Bristol, Atlanta Birmingham and all intermediate points The only fast train that leaves Texas runs via the Iron Mountain route, putting passengers into St. Louis twelve hours quickor time than via any other route, where connection is made in union depot with all eastbound trains.

J. C. Lewis,

Texas Passenger Agent, Austin, Tex. GREAT HAS BEEN THE RUSH

RANDALL-CHAMBERS CO.'S STOCK

GOODS ARE GOING RAPIDLY

We own the only genuine bankrupt stock in Fort Worth that was bought at a price to defy competition. Our buyer is now in the market picking up bargains from manufacturers and jobbers for our three stores-Fort Worth, Weatherford and Abilene. Be sure and look at our stock before buying elsewhere.

BUTTS BROTHERS & DARI

AT RANDALL-CHAMBERS OLD STAND

HEAVY FIRE LOSS.

THE VALUE OF \$100,000.

Brewery Burned at San Antonio With :

Loss of \$10,000-A Fine Residence

Destroyed at Denison.

Cotton Burned

Paris, Tex., Nov. 22.—About 2 o'clock

this evening a fire alarm was turned in from the compress, and on the depart-ment reaching there a third of the platform

was in a biaze. The fire originated at the northwest corner of the platform, set, it is supposed by sparks from a Santa Fe engine

which had just run in a trainload of cotion. The wind was blowing a gaie from the northwest and the flames flashed through the cotton so rapidly that when the streams

vere turned on about 3000 bales were on fire. By the hardest work the fire was seld to this and kept there until it burned iself out. Several times the cotton in the

compress and at other places on the plat-form caught from flying sparks, but was kept from spreading. There were over

Some bales on the compress platform, and 3000 bales on adjoining platforms. The fire is now well under control, but will not burn itself out before to morrow. The loss

A Mass of Ruins.

DENISON, GRAYSON COUNTY, TEX., Nov. 22.—About 2 o'clock this morning fire was discovered in the residence of Mr. Roff,

bout a mile south of the city. At the tim

about a mile south of the city. At the time there were no occupants in the house, and before assistance reached the ground the place was a mass of ruths. The complete household effects were destroyed, with a loss of nearly two thousand dollars. The place is said to have been well insured, but the amount and companies could not be learned.

Warehouse Burned.

San Antonio, Tex., Nov. 22,-The ware

house and cold storage plant of the Anheuser-Busch brewing association in this city

was totally destroyed by fire to-night Loss, \$10,000; covered by insurance.

BILLY BLACK.

A Negro by That Name Lynched at Mos-

cow by White-Caps for Insulting

Ladies.

Special to the Gazette.

Moscow, Polk County, Tex., Nov. 22.—
The white-case paid this town a visit hist
night, the result of which was learned this
morning on finding the body of Biry
Black, colored, hanging to a large
scale beam creeted in the middic and most elevated spot in
the streets. The victim was a stranger
here, only being in the city three or four
days, during which time he made himself
very haulting among the ladies and chil-

the in a sacratic very insulting among the ladies and children. He struck the railroad agent's little five-year old daughter while she was at his office. One young lady sprained her ankle in attempting to escape this rascal, from which she has been in hed two days. The officers of the law

in bed two days. The officers of the law were too slow for the outraged citizens.

Wheat Steamer Lost.

MH.WAUKEE, Wis., Nov. 22.- The steamer Samuel Mather, from Duluth for Buffalo, with 58,000 bushels of wheat, came it collision with the steamer Brazil eight miles from Iroquois Point, near Sault Ste

Marie, at 2 o'clock this morning. The Mather's crew was rescued by the Brazil, that vessel being but slightly in-jured. The Mather sunk in twenty-five

Charlie Edwards Honored,

DENVER, Con., Nov. 22.-The mining con

gress recently in session paid a handsome compliment to a distinguished Texas news-paper man, Charlle Edwards, in electing

Didn't Know His Wife's Name.

"Struck the funniest case of my life Sat-

him secretary. He made a model officer.

She has an insurance valua

on and platform will be over \$100,000.

Special to the Gazette.

Fully insured.

learned.

Special to the Gazette.

Special to the Gazette.

Special to the Gazette.

hence this result.

tion of \$95,000.

it's larger than that,'

Anieceabel."-Pittsburg Dispatch.

The Weekly Gazana to be had.

TWO WOOINGS.

A youth who was poetical. With hair and eyes sethetical— Who woren illy on his breast, And looked about one-third undressed, Once came to the conclusion that a wooing he would go.

> But so rare was his divinity To him-e'en her vicinity
> Was hedged with awe more than with

As if she had dropped from above; In fact, she terrified him so he dare not whis-per—"boo!"

So with a pale persistence, He worshiped at a distance;
Sent sonnets, caramols and flowers
In gentle, aromatic showers—
Used all but what she needed most—an agile

Then the time dragged on laboriously, Intil there came upropriously
A rude and stalwart man, who swore, He loved her more and more and more And kissed her most irrev'rent 'till she sighed and to him clung. -Browne Perriman in Yankee Blade.

Held on to a Good Thing.

Up on Kankakee, close by the water's edge, stands a tree on which is "blazed" with a hunting knife the letter C. This is in commemoration of an adventure that Judge Cox, of the criminal court, had there not so many, many years ago. The judge and some friends were up there fishing. One evening when they were out in separate boats a storm came up. It was quite a storm, too, even for a larger stream than the muddy Kankakee. The river was whipped into foam and great waves rolled. The frail little boats tossed and tumbled, and gave every evidence of capsizing, for they were not built to ride such heavy seas The craft in which Judge Cox was seated was particularly frisky, and the judge be came pale as he thought of a watery grave awaiting him.

Like a skillful mariner, however, he made for the shore and ran his beat against a tree. Carefully he crawled to the bow, and raising to his feet, threw his arms around the tree and hung on for dear life. The storm went down as suddenly as it came us, but still the judge clasped the tree in fond embrace. The waters became still, but the judge did not let go the tree. One of his companions noticing him, ex

"Why don't you let go, judge? The "That's all right," responded the judge.

'Another one is liable to come up, and I know when I've got a good thing." That is why this particular tree was marked with Judge Cox's initial.—Indianapolis Journal.

Religion and Business in Palestine. Religious activity, George Augustus Sala writes, has very much increased in Pales-

tine, but not always along the proper line. For centuries the Greeks and Letins have truggled for the possession of the holy places, but in the last ten years the strug gle seems to have been pursued with unscrupulousness and vulgarity. It would be impossible to describe the

impudence of the operators, their defiance of history, common sense, etc. Where one church has secured the traditional site, for which both have been competing, the other immediately transfers the tradition a neighboring spot, and begins his building very soon after that of his rival. The hostile sanctuaries are often as near

and as aggressive as the rival booths in a village fair. The spectacle which for centuries has disgraced the Christian name in the Grotto of Bethlehem, the separate denominational chapels of the nativity, is now repeated in the face of the sun on the scene of our Lord's agony.

The Franciscans walled in their Geth-

semane some years ago; but now above it, separated only by a narrow lane, rises a new, garish, ghastly pile of white stone walls and pinnacles called "the Greek Gethsemane." If this sort of thing goes on it will fast become improbable to realize that there ever was a garden or an olive on the mount.

The Modernizing of Rome.

A recent visitor to Rome bemoans the fact that ancient ruins and modern improvements have got mixed up in a way at once ludicrous and sorrowful. Famous ds are covered with tenement houses and "Father Tiber's yellow flood" is be ing confined between artificial embankments. Indeed, the city of the Casars is getting to be as ugly, utilitarian, healthy and unpicturesque as the rest of the great capitals.

THE WORK MAPPED OUT.

First, Quay, Then Dudley, Then the Place of Meeting, and Finally the Time for the Republican Convention.

WASHINGTON, Nov. 22 .- All arrangements for the meeting of the national Republican committee at the Arlington are about com-pleted. The committee will be called to order at 11 o'clock by Acting Chair-man Clarkson, after which the organization will be perfected. Hon. Samuel Fessenden, member of the national committee from Connecticut, said to-night that after the organization of he committee the next business in order will be action upon the resignation of Chairman Quay and the choice of some one to succeed him. Next will follow the ap-proval of the act of the executive commitprovided the act of the executive commit-tee in accepting the resignation of Hon W. W. Dudiey, treasurer of the committee, and the appointment of Mr. Barbour of New York in his stoad. The transaction of busi-

organization of the committee, will probably NO WHALE FOR THREE YEARS. consume about two hours.

The committee will then hear arguments of the delegations from the various cities which desire to entertain the national Re-Dismay of the People on Southern Long Island Over Losing Pin Money.

The inhabitants of the southern shore of ublican convention of 1892. After the delegations have all been heard western Long Island are in dismay because the third season in which they have caught the committee will proceed to ballot, and balloting will continue until the city has no whale is past. They have usually calbeen selected.

After the selection has been made the committee will fix the time for hobling the culated on about one good sized whale a season, and they have for many years relied on it. Some of the institutions of the country are arranged on the supposition of the whales keeping up their average. Among other things, the minister's salar is partially dependent upon the capture of whale. But now three seasons have gone by without the appearance of one, and that source of comfortable pin money (if that term can be used in so incongruous a connection) threatens to become obsolete. COTTON BURNED AT PARIS TO

In the good old days when whales came that way there would often be \$1,200 to \$1,500 to divide among the senside people. The retired sea captains who lived in ease and dignity on that coast built their houses with broad observation towers on the roofs, and spent a large part of their time upon them with their spycheses sweeping the horizon for whales. When they saw one the neighborhood was aroused. didn't take long to do this, so far as the immediate circle of those interested was concerned. The church bell was generally rung, and news travels fast in the country There would soon be a good sized crowd

gathered on the shore. Then the appointed crew of old, experienced whalers launched their boat, kept in readiness, and if they were successful in harpooning their whale would have him towed in to shore. Then there was a big blubber trying bee. The "whalehouse" on the shore was opened, the big kettle it contained put into requisition, and the whole countryside engaged in a profitable if not very appetizing recreation of cutting up the whale and trying out the blubber, and extracting the whalebone from the head. Then came the division of the spolis. The man who first saw the creature bad a certain extra share, and the others divided, while the minister received an exceedingly

welcome addition to his stipeud. So absorbing is the occupation of look-ing for whales for the "men folks" of the shore settlements that they have a far away, Captain Cuttle look in their eyes all the time: their gaze being bent, not exactly on the coast of Greenland, but on thos quarters whence whales are generally to be expected. One grizzled old mariner, who had been spending the declining years of his life right on the was one day compelled by exigencies of a domestic nature to move up into the village, back from the water side, and quite

inaccessible to views of the ocean. "M' wife got a crazy notion that she'd have to be in the village," querulously explained the old captain to any inquiring visitor, as he sat disconsolately whitling and spitting in the warm sunshine, " 'n had to do what Miranda wanted, though I did make a powerful kick. But it's a mighty poor place to live.

"Convenient to the store? Oh, yes, 'n to church, 'n all that. But it's way back from the water, 'n it's so class 'n dusty, 'n they make such an infernel racket" and here the Captain Cuttle look came into his eyes as he added the chief clause in his indictment of village life-"and you can't see a whale nor nuthin, if there should be one."-New York Tribune.

The Burlington Route. Most people know what The Burlington Route is—some people, perhans, do not know that it is the Model Railtond of the West. The Burlington Route is the name of a first-class railroad from Chicago, Peo-ria and St. Louis to and between the principal cities and towns of Illinois, Iowa, Missouri, Wisconsin, Minnesota, Nebraska and Colorado. The 7000 miles of this great road pass into and through the best farm road pass into and through the best farm-ing regions of these great states, reach Deadwood, So. Dakota, and the new mining country of the Black Hills. Algority of the Burlington Route. The property tunities in the state of the state of the state of the west for the farmer, the manufacturer,

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Indications.

urday," said City Physician Hazzard, of Galveston, Tex., Nov. 22.—For East-ern Texas: Decidedly cooler, northerly winds, fair weather Monday, with moder-ate cold wave in Northeast Texas; colder Alleghany. "I am examiner for a life insurance company, and was making an examination of an oil producer living on North avenue. He was taking out a policy for \$10,000. He wanted to go out of town

When Men Powdered Their Faces. today and was in a hurry. The policy was in favor of his wife, and when asked to The use of powders for the hair and face, give her name he scratched his head for which began in the Sixteenth century, infected the men. Henry III had the habit awhile and then muttered: 'Doggoned if of parading the streets of Paris, his face I know. I always call her Belle, but then covered with white and red paste, like a Well, though the man had been mar faded coquette, and his hair filled with violet powder and scented with musk. Powried eighteen years, he had to go home and ders were made of all colors, and the inmake his wife write her name out on a card. I can't blame him for not remem facuation was such that servant girls were afraid to be seen in public with their hair bering it, though, for her full first name i of the natural color, and not being able to buy that used by their employers, employed sawdust as a substitute.—Cincin-nati Commercial Gazett



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